

Applicants: John R. Coffee et al.  
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D. Amendment to drawing figures

Please replace drawing Figs. 1-38 as filed with 1-38 attached hereto as Exhibit C.

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E. Remarks

Reconsideration and allowance in view of the amendments made and comments which follow are respectfully requested.

Claims 66-114 were pending. Claim 110 is being amended. Claims 66-114 are now pending.

In the Office Action dated July 2, 2004, claims 66-109 were allowed, and claims 110-114 were withdrawn as in view of a restriction requirement and a provisional election by telephone on June 9, 2004. While the Office Action indicated that the election was made by applicant's attorney William Pelton, to clarify the record, the undersigned believes that the election was made by applicant's attorney Peter Phillips.

Applicant affirms this election, but reserves the right to pursue these claims in this or another application. Applicant has also amended claim 110 to conform this claim to the Group 1 claims 66-109.

The Examiner objected to the Abstract as exceeding 150 words. In response, the Abstract is being shortened.

The Examiner objected to the drawings on various grounds. In response, applicant submits formal drawing Figs. 1-38.

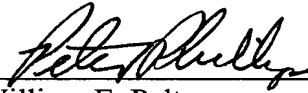
In view of the foregoing, application believes that the application is in condition for allowance, and such action is earnestly solicited.

If a telephone interview would be of assistance in advancing prosecution of the subject application, applicants' undersigned attorneys invite the Examiner to telephone them at the number provided below.

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No additional fee is deemed necessary in connection with the filing of this Response. However, if any fee is required, authorization is hereby given to charge the amount of any such fee to Deposit Account No. 03-3125.

Respectfully Submitted,



William E. Pelton

Reg. No. 25,702

Peter J. Phillips

Reg. No. 29,691

Attorneys for Trimble Navigation Limited

COOPER & DUNHAM LLP

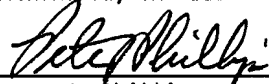
1185 Avenue of the Americas

New York, New York 10036

Telephone: (212) 278-0400

I hereby certify that this correspondence is being deposited with the United States Postal Service as first class mail in an envelope addressed to:

Commissioner for Patents  
P.O. Box 1450  
Alexandria, VA 22313-1450

 9/1/04  
Peter J. Phillips Date

## ABSTRACT OF THE DISCLOSURE

A vehicle fleet management information system for identification of location and direction of movement of each vehicle in the fleet in real-time and automatic communication directly with management offices to report its location and heading, and status of predetermined events in which the vehicle may be engaged.

Each fleet vehicle is assigned a unique time slot to transmit its reporting information over a communications network without substantially interfering with transmissions from other vehicles in their own respective time slots. Precise time synchronization is provided by a timing control PLL which provides timing corrections as necessary from GPS based time reference. The network includes a dual band full-duplex interface with TDMA on one-half of the interface and broadcast on the other half. Additionally, time processing units of microprocessors in components throughout the network perform precise clock synchronization. A protocol is established for entry by vehicle transmitters into the network in the assigned time slots for periodic transmission of messages, and space diversity is performed on messages received from the vehicle transmitters to avoid data corruption. Different periodic transmission intervals are provided for different vehicles in the network by dynamically allocating the slots for various update rates. And auxiliary reporting slots are provided to allow prompt reporting of important data by the respective vehicle transmitters independent of slower periodic transmission intervals. Baseband filtering of data reduces the occupied bandwidth of the transmission channel, and includes removal of synchronization data to minimize overhead of non-information bearing data.

Certain repeated events in which the vehicle is operated according to basic usage and specific usage for its industry are sensed, detected or measured and automatically reported to management offices. One example is a cement delivery truck which monitors location, speed and status information such as start pour, pouring, end pour, wash and leave job, and automatically transmits this information with a management office without requiring affirmative action by the vehicle operator.